

CITY OF MIAMI BEACH
Office of the City Manager
Letter to Commission No. 104-2004



To: Mayor David Dermer and
Members of the City Commission

Date: May 7, 2004

From: Jorge M. Gonzalez
City Manager

A handwritten signature in black ink, appearing to read "Jorge", written over the printed name.

Subject: METROPOLITAN PLANNING ORGANIZATION (MPO) MEETINGS

The Metropolitan Planning Organization (MPO) has notified the City of a series of meetings regarding the next phase of the Bay Link Project (scheduled attached). At our insistence the meeting scheduled for May 5th was cancelled.

This round of meetings is to gather added public comment and information necessary to submit an application to the Federal Transit Administration (FTA) for a Final Environmental Impact Statement (FEIS).

The tasks in this phase of study include:

1. Greater public involvement through station area planning meetings to be conducted by the MPO and its consultants.
2. Establishment of a Bay Link Advisory Committee (BLAC).
3. Special presentations and updates.
4. Origin-destination study.
5. Re-address conceptual/preliminary engineering tasks due to the extended alignment represented in the selected LPA.
6. Support for travel demand modeling.
7. Preparation of new starts report and project management plan.

The MPO has also requested that a Bay Link Advisory Committee (BLAC) be created and comprised of the following representatives:

| | |
|---------------------------------|-----------|
| City of Miami Beach | 3 members |
| Miami Beach City Manager | 1 member |
| City of Miami | 3 members |
| Miami City Manager | 1 member |
| County Manager's Office | 1 member |
| County Commissioner, District 5 | 1 member |
| Florida Dept. of Transportation | 1 member |

The BLAC will have the following duties:

- Review the information gathered from the various station area planning meetings and offer comments which will be incorporated into written reports to the two City

- Commissions (Miami Beach and Miami);
- Keep their respective agencies informed of the outcome of the various meetings;
 - Meet twice to review the refined definition of the LPA: the stations, yard, and shop site plans; and the financial plan/project implementation plan;
 - There will be no need for votes or recommendations; and
 - The first BLAC meeting is tentatively scheduled for June 2, 2004.

The members of the Commission should appropriately determine how the appointments should be made. Further, I believe the appointment reserved for me would be better handled by the City Commission directly, therefore, the City Commission should appoint 4 members.

JMG\RCM\sam

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Attachments: Attachment "A" - Resolution No. 2003-25317, Selecting LPA and Technology
Attachment "B" - Phase 2 Scope of Services/Project Schedule
Attachment "C" - Station Area Planning Meeting Schedule, Map, Description

ATTACHMENT "A"

RESOLUTION NO. 2003-25317

A RESOLUTION OF THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, APPROVING THE CONTINUATION OF THE BAY LINK TRANSIT PROJECT INTO THE FINAL ENVIRONMENTAL IMPACT STATEMENT/PRELIMINARY ENGINEERING (FEIS/PE) PHASE OF STUDY; DESIGNATING THE STREETCAR MODE AS THE OPTIMAL TRANSIT TECHNOLOGY; AND DESIGNATING A BI-DIRECTIONAL LOOP ROUTE UTILIZING THE WASHINGTON AVENUE AND ALTON ROAD CORRIDORS AS THE LOCALLY PREFERRED ALTERNATIVE (LPA), AS DESCRIBED FULLY IN THE FINAL HDR REPORT.

WHEREAS, the proposed Bay Link Transportation Corridor Project (the Project) will provide an improved transit link between downtown Miami and the City of Miami Beach; and

WHEREAS, the Project will also provide a rapid transit local circulator that will replace or minimize the need for City Electrowave service and the Miami-Dade Transit (MDT) buses presently operating in South Beach; and

WHEREAS, the City's independent transit consultant, HDR Engineering, Inc., final report dated September 8, 2003, that is incorporated hereto by reference, has been prepared to assist decision makers in deliberations regarding the selection of a Locally Preferred Alternative (LPA) for the Project; and

WHEREAS, the findings and recommendations of the City's independent transit consultant, HDR Engineering, Inc. are to:

- Utilize a streetcar transit technology;
- Designate a route that provides a bi-directional loop utilizing the Washington Avenue and Alton Road corridors, as described fully in the HDR final report; and

WHEREAS, the Miami Beach Planning Board voted to support the transit improvement project on September 24, 2002 and subsequently endorsed the findings on transit technology by the City's transit consultant.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COMMISSION OF THE CITY OF MIAMI BEACH, FLORIDA, that the City of Miami Beach supports proceeding with the FEIS/PE phase of the Bay Link transit project with the following conditions to be addressed in the FEIS/PE phase:

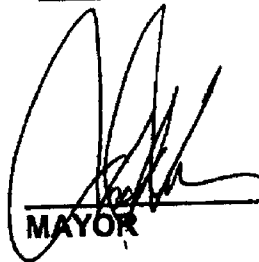
- Another Draft Environmental Impact Statement (DEIS) process shall be initiated to continue analyzing an alignment to Middle Beach and North Beach, utilizing the Collins Avenue corridor, as recommended by the Miami Beach Planning Board.

- A local circulator bus route connecting the rail stations with the adjacent neighborhoods should be considered, particularly to areas of Middle and North Beach.
- Construction of an intermodal transit facility that would also accommodate the local circulator route, above mentioned.
- Replacement and enhancement of any displaced parking in Miami Beach.
- Replacement and enhancement of landscaping in project corridor to include shade tree canopy above the wire.
- Operating funds for the system are from the Transit Tax or other County provided resources, not Miami Beach sources.
- During any construction, a public outreach and awareness effort managed by Miami Beach is to be funded from Transit Tax and other non-Miami Beach fund sources.
- Miami Beach maintains control over the design of stations and the appearance of vehicles used in the system.
- Funds are provided to Miami Beach for business impact mitigation.
- Complete an origin and destination study to guide future routing to serve the entirety of Miami Beach.
- Develop a definitive plan for mainland expansion that clearly delineates future routes beyond downtown Miami.
- Diversion of MDT bus traffic over causeways north of the MacArthur; and a plan for bus traffic that does not result in a bus depot being created in Miami Beach, to the extent feasible.
- Creation of a Citizen's Oversight Board once the full funding grant agreement is approved.
- DEIS operating parameters responsive to Miami Beach peak traffic needs.
- The City requests consideration by the Metropolitan Planning Organization (MPO) of an independent transit consultant to assist the City with the completion of the next phase of the study, to be selected by the City and paid by the MPO.
- The core team of Parsons Brinkerhoff shall be expanded to add an urban planning and community development expertise.

- During the FEIS, the City of Miami Beach will have a Commission-appointed technical advisory committee to review and monitor the study and to provide detailed design feedback as needed.
- The County collected contribution for Art in Public Places on the Miami Beach component is to be specifically earmarked for use in the City of Miami Beach, or provided to the City's Art in Public Places fund.
- Conditions identified in (sections 4.2, Locally Preferred Alternative Conditions and 4.3, Action Plan for Miami Beach) of the Evaluation of Rapid Transit Options – Final Report for Phase 1, September 8, 2003 and included by reference.
- Project will include the use of Geographic Positioning System or other means to provide real time vehicle arrival information at station stops.
- A vibration study is to be included in the FEIS analysis for historic buildings.
- Based on the commitment received from Miami-Dade County, expeditiously implement bus improvements to the existing bus services provided for the Middle and North Beach areas.

And be further resolved that the streetcar technology and the route utilizing the Alton Road and Washington Avenue corridors as described in the final report by HDR dated September 8, 2003, and with route modifications as approved by the Mayor and City Commission at the September 8, 2003 meeting and illustrated on the attached map, is hereby approved as the Locally Preferred Alternative and to be submitted to the Metropolitan Planning Organization for continued action.

PASSED AND APPROVED this 8th day of September, 2003.

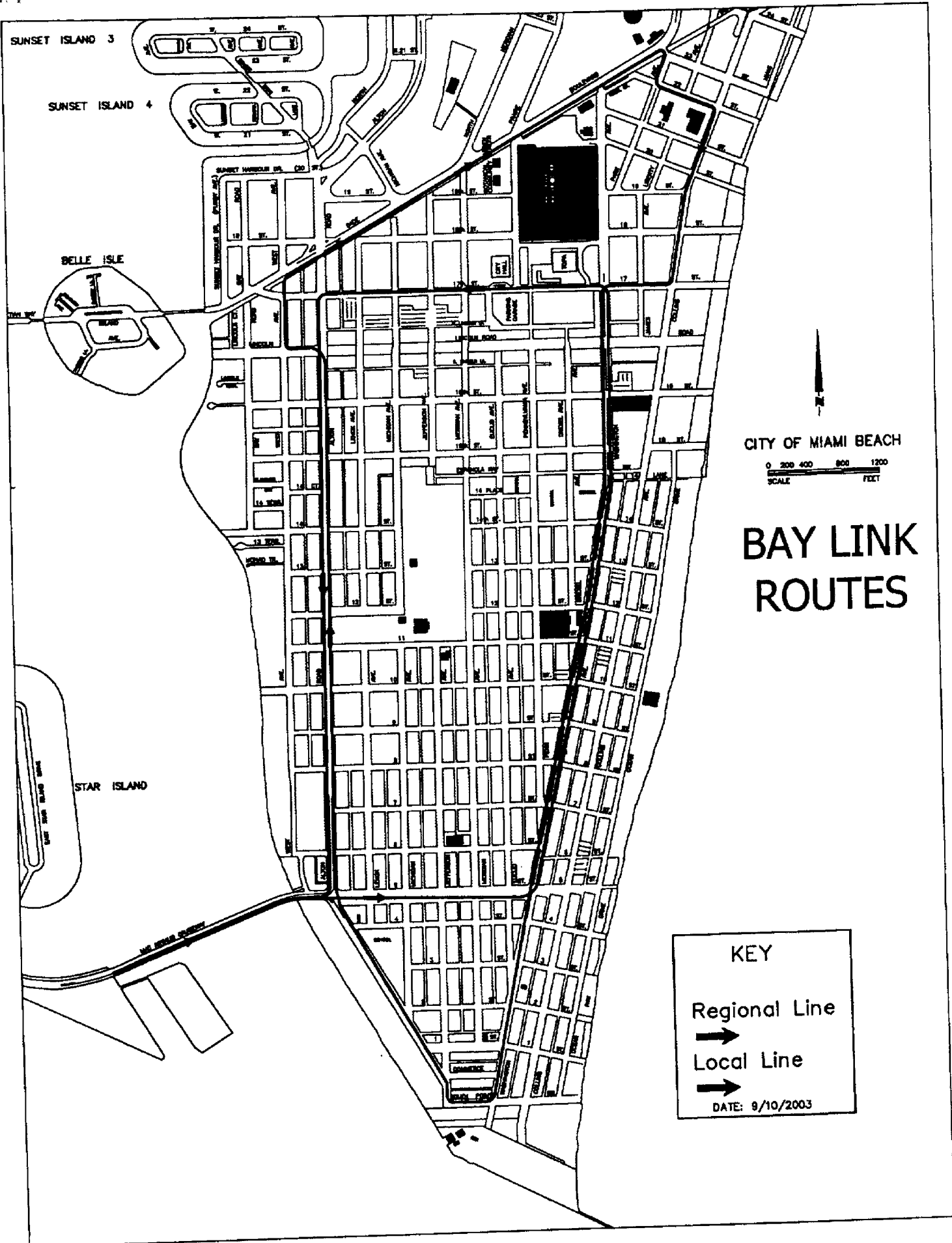

MAYOR

ATTEST:


CITY CLERK

APPROVED AS TO
FORM & LANGUAGE
& FOR EXECUTION

 9/12/03
City Attorney Date



CITY OF MIAMI BEACH

0 200 400 800 1200
SCALE FEET

BAY LINK ROUTES

KEY

Regional Line



Local Line



DATE: 9/10/2003

**MIAMI-DADE METROPOLITAN PLANNING
ORGANIZATION**



**Miami-Miami Beach Transportation
Corridor (Bay Link) Study**

**Project No. E01-MPO-01
Professional Services Agreement**

**Amendment No. 2 to
Exhibit "A"
Scope of Work**

February 16, 2004

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Introduction

In reviewing the Bay Link Project history, the scope of work, along with the supporting schedule and budget, was originally divided into two distinct phases. The initial phase addressed the scope anticipated to complete a supplement of the Draft Environmental Impact Statement (DEIS) for the Miami-Miami Beach segment of the East-West Corridor Project completed earlier and the successful selection of a locally preferred alternative (LPA). Phase 2 was to consist of the additional planning and engineering to support completion of the Final Environmental Impact Statement (FEIS) and the Federal Transit Administration (FTA) issuance of a Record of Decision (ROD), or the environmental clearance, for the Bay Link Project.

The general approach assumed the supplemental DEIS could be produced quickly and inexpensively. Notice to proceed with Phase 1 was issued on August 6, 2001 and LPA selection was scheduled for July 15, 2002. The Phase 2 FEIS was scheduled for completion on February 28, 2003. The \$1,500,000 project budget was equally divided between the two phases. The Phase 2 budget was held in reserve in case the assumptions about supplementing the existing DEIS proved invalid from a FTA perspective. Following is a brief summary of major events surrounding the project's development and the evolution of the contract's scope, schedule and budget.

- Shortly into the Phase 1 process, the FTA concluded that it would be necessary to develop a free-standing DEIS;
- It took an additional four (4) months and cost \$200,000 more to prepare the DEIS document and conduct the additional public outreach. The Phase 1 budget was increased to \$950,000 and the completion date was extended to November 30, 2002.
- The Phase 2 budget was reduced by \$200,000 to \$550,000 and the scope and schedule remained unchanged. While it was agreed that Phase 2 would need to be revised as well, it was decided to wait until the LPA was selected and address the necessary revisions at that time. A limited NTP was issued by the MPO for Phase 2 to address the additional effort necessary to select an LPA and maintain leverage against the project schedule.
- At this time the Bay Link project was considered to be a second priority project in the Metropolitan Transportation Plan (MTP) with service scheduled to start in 2012 or so;
- After publishing the DEIS and receiving public and agency comment, the selection of an LPA by the City of Miami Beach required considerable time to reconcile. While scheduled for selection on July 15, 2002 originally, the MPO was unable to complete the LPA selection process until September 26, 2003. The additional effort at selecting an LPA consumed the Phase 2 funds allocated to preliminary engineering and originally budgeted to refine the definition of the LPA;
- The LPA selected addresses a considerably larger geographic area (+ 20%) and introduced a more complex operating scenario due to the largely single tracked and separate loops proposed for Miami Beach. The streetcars proposed will operate in mixed traffic, rather than in exclusive lanes, in Miami Beach and

require a traffic signal preemption system. The refinement of the LPA will require considerable additional effort;

- During this time frame it also became obvious that the comprehensiveness of the PE effort and the new starts requirements of the FTA had grown to be much greater than envisioned in 2001 when the project was originally scoped, scheduled and budgeted;
- In addition, the project priority in the MTP has been shifted from a completion date of 2012 to sometime after 2020; and,
- As a result of these issues, the MPO has elected to change the goal for Phase 2 of the project from completing a FEIS and attaining a ROD to submitting a request to the FTA to pursue the PE/FEIS phase of project development.

With the exception of the need to extend the completion date to September 26, 2003 in recognition of the MPO selection of the LPA, Phase 1 of the contract is complete. The primary purpose of this supplemental request, which supercedes earlier correspondence on the subject, is to redirect Phase 2 efforts to the preparation and submittal of a request to the FTA for authority to enter the PE/FEIS phase of development. While the preparation of the FEIS is no longer a practical goal for Phase 2, the materials produced will support the production of the FEIS in a subsequent amendment or contract. This contract amendment therefore addresses:

- The additional project management and administration to support the extension of the schedule from December 31, 2003 to August 30, 2004;
- The additional effort necessary to conceptually refine the adopted LPA and to produce the request to the FTA for authority to enter the PE/FEIS development phase;
 - Perform the planning, preliminary engineering and operational analysis necessary to conceptually refine the definition of the adopted LPA.
 - Prepare a Project Management Plan (PMP) to the FTA's latest specifications.
 - Prepare a complete 5309 New Starts Report, and
- Provide a brief summary of the work originally identified in Phase 2 that will now be pursued in a subsequent amendment or contract.

In general, the work effort by Task that will be largely deferred includes the effort beyond that required to refine the definition of the adopted LPA to the point where a request for PE/FEIS can be prepared and submitted. In general the deferred work includes:

8. Preliminary Engineering;

- New PE/FEIS mapping
- Additional cross-sections
- Operational analysis
- Civil and drainage plans (new geographic area)
- Passenger facility plans
- Connections to yard and shop

- Identification and development of added station sites and intermodal facility.
- Preliminary plans for yard and shop.
- Final PE Report and project baselines for Final Design.

9. Environmental Analysis;

- The completion of the environmental analysis and preparation of the FEIS chapters
- Preparation of additional vibration and historic structures analysis
- Preparation (update) of seagrass/coral/essential fish habitat survey
- Preparation of a cultural resources survey and section 106 documentation
- Identification of required permits
- Production of a draft and final FEIS

10. Travel Demand Forecasting;

- Additional detailed traffic analysis and engineering required to support assessment of traffic impacts and preparation of the PE/FEIS effort.
- Detailed traffic operations simulations in support of the PE/FEIS effort.

The following scope of work replaces the existing Phase 2 Scope of Work in its entirety. This effort will be funded by the reallocation of the remaining existing funds and the new funding provided by this amendment. A summary of the funds distribution is provided in attached Fee Schedule backup.

PHASE 2 – REFINEMENT OF LPA AND SUBMITTAL OF PE/FEIS REQUEST

1. Project Management/Project Administration

This contract modification will extend the CONSULTANT's term for the completion of Phase 2 to August 30, 2004. This extension recognizes the delay required to adopt an LPA and the additional planning and engineering efforts to refine the LPA and comply with the FTA's comprehensive requirements for submittal of the PE/FEIS application. The CONSULTANT will continue to produce the materials necessary to manage and administer the contract.

Products

- Monthly Progress Reports and Invoices
- Agendas and Meeting Minutes
- Subcontracts and Administration
- Document Control
- Cost and Schedule Review/Updates

2. Study Initiation

(Not used in Phase 2)

3. Public Involvement Program

The Phase 2 effort will require some additional outreach effort, inclusive of station area planning, to conceptually refine the station area concepts, identify any additional station sites and to be compliant with FTA requirements. The following scope represents the outreach effort and station area planning coordination necessary to support the Phase 2 process and successful completion and submittal of the PE/FEIS application to the FTA.

3.1 Public Involvement Study Administration

(Not used)

3.2 Public Involvement Plan

The CONSULTANT will review and update the Public Involvement Plan (PIP) as required by the FTA to support Phase 2.

Product

- Updated PIP as necessary

3.3 Public Involvement Database/Mailing List

This effort will include the CONSULTANT's update and maintenance of the database and mailing list as described in this task to support the neighborhood and station area planning efforts in particular.

Products

- Expand database/mailling list as necessary for station area planning
- Agendas, minutes and meeting documentation
- Maintain database/mailling list

3.4 Public Communications Program Activities

The CONSULTANT will coordinate and conduct several types of outreach activities during Phase 2 in support of the FTA's requirements for the PE/FEIS effort. Each activity will be tailored to fit the interests of the various publics needing to be reached.

Bay Link Advisory Committee (BLAC): The CONSULTANT will work with the City of Miami Beach and the City of Miami to create a BLAC. It is anticipated that the BLAC will meet to: to review the refined definition of the LPA; the station and yard and shop site plans; and to review the Financial Plan/Project Implementation Plan; a total of two (2) meetings.

Station Area Planning Meetings: Early in the Phase 2 process a series of station area planning meetings will be held with the citizens and businesses adjacent to, or effected by, the Bay Link stations comprising the LPA. The LPA alignment will be divided into discreet geographic areas containing several stations. The initial

meetings will focus on the general station location, layout and requirements and provide the public with the opportunity to comment and provide input. The second meeting will provide the opportunity to review and comment on the resulting baseline to serve as the foundation for the preliminary design efforts. A third meeting will be held if necessary to clarify any open issues. The station area coordination process, budgeted at eighteen (18) meetings for Phase 2, will continue on through the PE/FEIS, final design and construction phases.

Special Presentations and Updates: During Phase 2 additional presentations and updates will be required. The CONSULTANT will assist the MPO in scheduling and preparing for up to seven (7) such meetings inclusive of the City of Miami Beach's added coordination requirements as specified in their LPA resolution. These presentations maybe required in support of:

- City of Miami Beach Commission;
- City of Miami Commission;
- MPO Board;
- Miami Community Redevelopment Agency;
- Downtown Development Authority;
- Miami Beach Planning Board;
- Miami Beach Transportation and Parking Association.

Products

- Support scheduling of up to two (2) BLAC meetings with agendas, handouts, and meeting minutes
- Support the scheduling of up to eighteen (18) station area planning meetings
- Support the scheduling of up to seven (7) additional special presentations by scheduling meetings, preparation of handouts, and meeting minutes

3.5 Website Updates

The CONSULTANT will update the project website periodically throughout Phase 2.

Products

- Website updates

3.6 Newsletters

The CONSULTANT will produce a newsletter documenting the results of the refined LPA and general implementation plan.

Product

- One newsletter

3.7 Other Means of Public Communications

The CONSULTANT will support the MPO in conducting the following additional outreach efforts:

Fact Sheets/Q&As: The CONSULTANT will produce a set of fact sheets/Q&A sheets to supplement the public involvement process. These sheets would be e-mailed, faxed and mailed when a quick response is needed between newsletters.

Media Relations: The CONSULTANT will assist the MPO in briefing the news editors and reporters on the study's progress.

Project Video: The CONSULTANT will complete a project video.

Products

- Support with media relations
- Preparation and distribution of Fact Sheets/Q&A's
- Project video

4.0 through 7.0

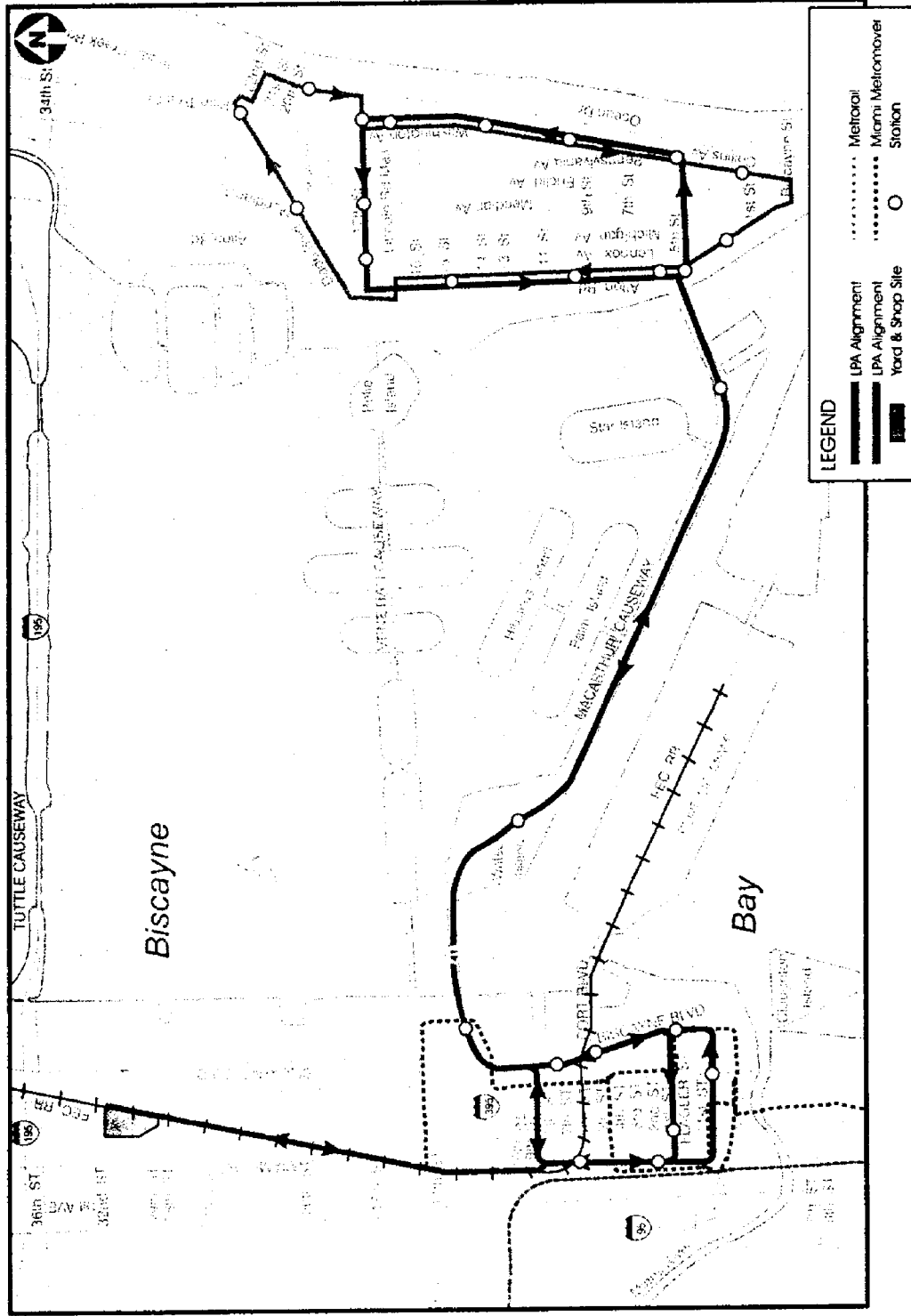
Tasks 4 through 7 not used in Phase 2.

8. Preliminary Engineering

Based on the LPA adopted by the MPO Board, the purpose of the Phase 2 development is to advance the definition of the project (LPA) to a point where the PE/FEIS application and the related implementation documents can be developed and submitted to the FTA. Addressed in the following Tasks are the additional efforts required to complete the conceptual definition of the LPA and to complete the PE/FEIS application process in compliance with the FTA's more comprehensive requirements. The PE/FEIS effort and pursuit of a Record of Decision (ROD) for the project will be completed under a separate amendment/contract pending FTA's approval.

8.1 Refine Preferred Alternative

Figure 8.1 graphically depicts the LPA adopted by the MPO on September 26, 2003. In the City of Miami, the alignment consists of a large double tracked loop. With the exception of the south end of the loop along North and South First streets, the alignment would be in exclusive right-of-way. The double tracked segments would use Biscayne Boulevard on the east and West First Avenue on the west. In the south the system would use one-way pairs on Flagler Street and north or south First Street. To the north the alignment would be double tracked on North 8th Street, North 9th Street, or North 10th Street.



Miami-Dade Metropolitan Planning Organization

Figure 2.1

Locally Preferred Alternative

The alignment would also extend from downtown via the Florida East Coast Railroad right-of-way to the Yard and Shop site north of 29th Street. The LRT alignment will use the Intercoastal Waterway Bridge and MacArthur Causeway to serve Watson Island and access Miami Beach.

On Miami Beach the alignment includes two large loops. The regional system, running counter-clockwise, consists of a large single track loop operating in shared right-of-way that would enter the City on 5th Street, turn north on Washington Avenue, east on 17th Street, south on Alton Road and west back on the MacArthur Causeway.

The local circulator would be a large single track loop operating in the opposite direction from the regional loop (clockwise) and would run north on Alton Road to Lincoln Road where it would turn west to access West Avenue and continue north to Dade Boulevard. The alignment would continue north on Dade Boulevard to 23rd Street where it would turn east and then immediately south on Park Avenue. At 22nd Street the alignment would turn east and proceed to Collins Avenue where it would again turn south. Some design options that would provide access to the cultural center will also be explored. The alignment would proceed south on Collins to 17th Street where it turns west to access Washington Avenue. The alignment would turn south on Washington Avenue and proceed to South Point. At 1st Street, or South Point, the alignment would turn west, access Alton Road and proceed north to 5th Street completing the loop.

Based on the adopted LPA, the Phase 2 effort will need to support a more detailed definition of the LPA and the generation of the information necessary to support the PE/FEIS application to the FTA.

Products

- Input to updated LPA Report.
- Input to updated Capital Cost Estimates.

8.2 Cross Sections

Conceptual cross-sections will be developed as necessary to define the location of the LRT facilities and impacts on other facilities necessary to support the LPA definition, the systems operations and provide input to the capital cost estimate.

Product

- Conceptual cross sections for the alignment.

8.3 Passenger Facility Plans

Conceptual passenger facility plans will be developed at a scale and level of detail necessary to define the functional requirements and general location for the facilities, assess major community impacts and support the station area planning effort and provide input to the O&M and capital cost estimates.

The effort will conceptually address the interface with other transit services, pedestrians and bikes, and landscaped areas. Passenger access to the transit

stations will be addressed conceptually as well. The analysis will be conducted in a neighborhood context and art work and any special treatments explored and addressed at the level necessary to refine the LPA definition. The conceptual location and needs for an intermodal transfer facility will also be conceptualized as part of the process.

Products

- Passenger facility conceptual layouts and definitions.
- Inputs to Capital Cost Estimate.

8.4 Civil Site and Drainage Plans

The CONSULTANT will assess the new geographic area covered by the adopted LPA and identify any major drainage features. The impacts of the civil site and drainage requirements will be explored and defined as necessary to clarify the LPA definition and its capital cost.

Product

- Input to LPA Report and Capital Cost Estimate.

8.5 Develop Plans for Maintenance Yard

The CONSULTANT will update the functional and operational requirements for the maintenance and storage yard for the LPA as necessary to assure operational viability and support development of a reasonable cost estimate. Access to the site along the FEC railroad will also be studied as part of the update of the LPA definition.

Product

- Input to LPA Report and Capital Cost Estimate.

8.6 Operational Analysis

The LPA adopted on Miami Beach utilizes two concentric one-way loops operating largely in shared rights-of-way with traffic. In Miami the one-way couplets on North and South First Street and the connection to the Yard and Shop site represent new operating conditions. A conceptual operational analysis and simulation will be necessary to define the operating parameters for the system, to locate adequate special track work and signal prioritization to assure a viable and reliable operation. The necessary adjustment to the O&M and capital cost estimates will also be addressed. Sufficient operational analysis will be conducted as part of Phase 2 to support the submittal of the PE/FEIS application.

Product

- Input to LPA Report
- Input to O&M and Capital Cost Estimates.

9. Environmental Analysis

The CONSULTANT will meet with the agencies commenting on the DEIS to discuss and clarify the issues raised and collect the data needed for the additional analysis. While the advancement of this effort will be deferred to the PE/FEIS Phase of development, materials generated during Phase 2 will serve as input to the future process as appropriate.

10. Travel Demand Modeling

10.1 Year 2025 Networks

CONSULTANT will code and run network.

10.2 Year 2025 No-Project

CONSULTANT will code and run No-Project forecast.

10.3 Year 2025 TSM Alternative (Baseline)

CONSULTANT will code and run TSM/Baseline alternative.

10.4 Year 2025 (Design Year) for LPA

Based on the refined LPA selected by the MPO, the CONSULTANT will run the travel demand model and provide a set of travel demand forecast. If necessary, a run will also be made for the scheduled opening date. It is anticipated no more than two runs will be required.

Product

- 2025 Networks
- Travel Demand Forecast for design year

10.5 Traffic Analysis

The single track in street running in concentric loops on Miami Beach (particularly along the curb lanes), the one-way couplets in Miami and the Yard and Shop lead inherent in the LPA will require a substantial effort to assess traffic impacts and must be closely coordinated with the operational analysis and simulations as part of the future PE/FEIS effort. During Phase 2, a conceptual assessment of the traffic impacts will be conducted adequate to refine the definition of the LPA and provide input to the capital cost estimate.

The CONSULTANT will conduct sufficient traffic analysis for the LPA, inclusive of the new geographic coverage, to support the LPA refinement, updated capital cost estimate, and PE/FEIS application.

The CONSULTANT will capture the results of the analysis as well as the definition of the additional work required in the conceptual traffic analysis technical memorandum.

Product

- Conceptual Traffic Analysis Technical Memorandum.
- Input to Capital Cost Estimate.

10.6 Origin and Destination Study

The City of Miami Beach requested that an origin and destination study be prepared for the study area. The purpose of this task is to identify the travel patterns of people entering the South Beach neighborhood of Miami Beach from the north and the south – specifically, whether they are stopping in the South Beach area or passing through.

The CONSULTANT proposes to conduct a post-card survey for a typical weekday and weekend day. The CONSULTANT will have people distributing postcards to automobiles stopped at traffic signals at specific locations in the study area. Electronic message boards and orange information signs will be used to alert traffic of the program. No cars will be stopped involuntarily. All work will be subject to approval by the City of Miami Beach Public Works and local and state jurisdictions. The postcards will be postage paid and respondents will be directed to fill out the brief survey (2 to 3 questions) and mail it back or to log onto the internet and fill out an internet survey.

The CONSULTANT successfully used this methodology in early 2003 in a survey at interchanges along I-595 and out of 70,000 postcards distributed got back approximately 7,500 in the mail and 1,500 via internet. All survey work will be conducted with safety as the utmost concern and off-duty police officers with automobiles with flashing lights would be posted at each survey location. The proposed survey locations are:

- Alton Road/Dade Boulevard – southbound
- Meridian Avenue/Dade Boulevard – southbound
- Prairie Avenue/Dade Boulevard – southbound
- Collins Avenue/intersection to be determined - southbound
- MacArthur Causeway/Alton Road – eastbound

In preparation for the survey, a pilot test would be performed. The survey form instrument and proposed questions and times of distributions would be discussed and defined in consultation with the client. As a preliminary proposal, surveyors would work three-hour shifts (7:00 AM to 10:00 AM) (11:00 AM to 2:00 PM) (4:00 PM to 7:00 PM).

The CONSULTANT would analyze all data and prepare a Survey Results Report that would document the findings within one-month of the completion of the survey field work.

Product

- Origin and Destination Study Report

10.7 Summit Model Run(s)

To prepare a complete and comprehensive Section 5309 New Starts Report, it is necessary to prepare for and run the model using the Summit tools and format. The Summit output from the model provides the data necessary to complete many of the New Starts templates. After refinement of the LPA, the CONSULTANT will run the Summit model for the years required to support preparation of the Section 5309 New Starts Report. It is anticipated at this time no more than two runs will be required.

Products

- New Starts model output

11. Project Implementation (FTA Requirements)

Having completed the AA/DEIS effort, the CONSULTANT will produce the additional materials to be fully compliant with the FTA's more rigorous requirements for advancing the implementation of the Project into the PE/FEIS process. These materials consist of:

- Preparation of a formal request to the FTA for authority to enter into the PE/FEIS phase of the project development;
- Preparation of a New Starts Report in compliance with the FTA's guidance; and,
- Preparation of Project Management Plan in accordance with FTA's latest guidance.

11.1 Capital Cost Estimate

Utilizing the model and format for the capital cost estimates prepared in Phase 1, the CONSULTANT will update the estimate for the refined LPA.

Product

- Updated Capital Cost Estimate

11.2 O&M Costs Estimate

Utilizing the model and format for the O&M costs estimate prepared in Phase 1, the CONSULTANT will update the estimate for the refined LPA.

Product

- Updated O&M Costs Estimate

11.3 Project Implementation Plans

- Except as required to support development of the New Starts Report, this task is deferred until the PE/FEIS phase.

11.4 Request for PE/FEIS

The CONSULTANT will prepare a formal letter for the MPO to submit to the FTA seeking authorization to enter into the PE/FEIS phase of the project development process. The letter will comply with the FTA's latest format and address the required information needs based upon the conceptual information resulting from this Phase 2 effort.

Product

- Draft and Final PE/FEIS request

11.5 New Starts Report

The CONSULTANT will produce a New Starts Report in compliance with the U.S. Department of Transportation Reporting Instructions for the Section 5309 New Starts Criteria dated June 2003. The report will address all the reporting requirements and completed templates inclusive of the necessary data from the Summit Model runs for FTA's review and ranking.

Product

- Draft New Starts Criteria Report

11.6 Project Management Plan

The CONSULTANT will assist the MPO and MDT with the preparation of a Project Management Plan. The FTA regulations require the project sponsor to prepare a Project Management Plan (PMP) that describes how the MPO/MDT will coordinate the management of this phase and MDT will manage subsequent phases, of project development. The FTA will engage a Project Management Oversight Consultant (PMO) to monitor development activities as an extension of FTA's technical staff and the PMP provides the structure for this effort.

Product

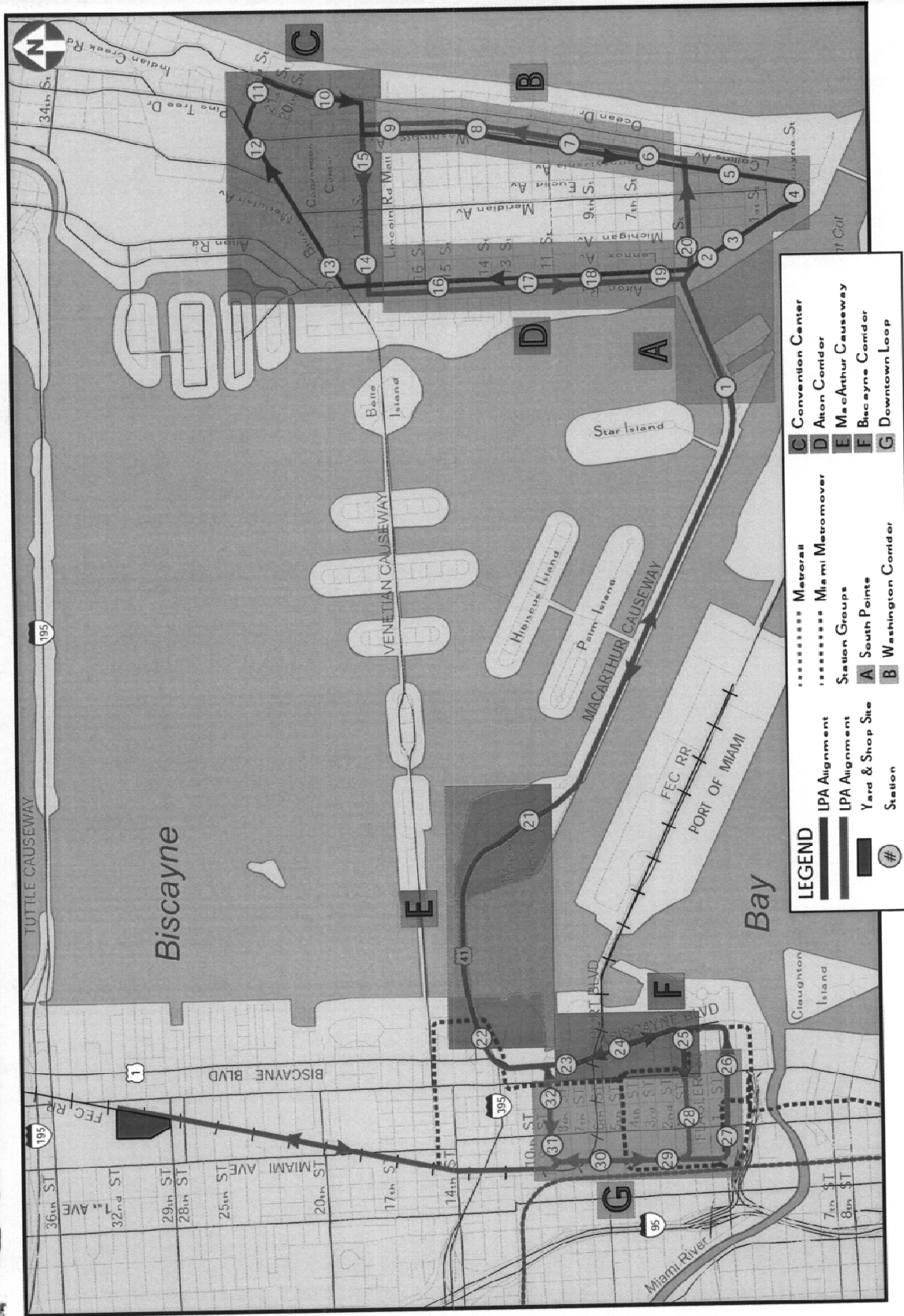
- Draft PMP for PE/FEIS

12. Prepare Draft FEIS

This effort is deferred to the PE/FEIS phase of project development. Materials generated as part of Phase 1 and Phase 2 will be utilized in preparation of the future PE/FEIS efforts as appropriate.



BAY LINK FEIS





BAY LINK PROJECT

STATION AREA PLANNING GROUP DESCRIPTION

MIAMI BEACH

Group A (South Pointe)

- 1 - Terminal Island
- 2 - Alton Rd. at 4th St.
- 3 - Alton Rd. at 2nd St.
- 4 - South Pointe
- 5 - Washington Ave. at 3rd St.
- 20 - 5th at Lenox Ave.

Group B (Washington Corridor)

- 6 - Washington Ave. at 6th St.
- 7 - Washington Ave. at 10th St.
- 8 - Washington Ave. at 14th St.
- 9 - Washington Ave. at Lincoln Ave.

Group C (Convention Center)

- 10 - Collins Ave. at 18th St.
- 11 - 22nd at Collins Ave.
- 12 - Dade Ave at Washington Ave.
- 13 - Dade Ave. at Michigan Ave.
- 14 - 17th St. at Michigan Ave.
- 15 - 17th St. at Convention Ctr.

Group D (Alton Corridor)

- 16 - Alton Rd. at 15th St.
- 17 - Alton Rd. at 12th St.
- 18 - Alton Rd at 9th St.
- 19 - Alton Rd at 6th St.

MIAMI

Group E (Macarthur Causeway)

- 21 - Watson Island
- 22 - Performing Arts Centers

Group F (Biscayne Corridor)

- 23 - Museum/Park
- 24 - Arena
- 25 - Biscayne Blvd. at 1st St.

Group G (Downtown Loop)

- 26 - SE 1st St. at 2nd Ave.
- 27 - SE 1st St. at Miami Ave.
- 28 - NE 1st St. at Miami Ave.
- 29 - Government Center
- 30 - Overtown
- 31 - 9th at Miami Ave.
- 32 - 9th at 2nd Ave.

13. Respond to Draft FEIS Comments and Prepare Final FEIS

This effort is deferred to the PE/FEIS phase of project development.

Amendment No. 2

Miami-Miami Beach Transportation Corridor Study Project Schedule As of January 26, 2004

| Study Phase | Project Tasks | Completion Dates |
|--|-------------------------|-------------------------|
| Phase 1 - Supplemental DEIS | Study Initiation | September 30, 2001 |
| | Conceptual Engineering | November 15, 2002 |
| | Re-evaluation | October 21, 2002 |
| | Public Hearing | December 21, 2002 |
| | LPA Selection | September 25, 2003 |
| Phase 2 - FEIS/Preliminary Engineering | Preliminary Engineering | May 30, 2004 (1) |
| | Environmental Analysis | June 30, 2004 (1) |
| | Travel Demand Model | June 18, 2004 (1) |
| | Project Implementation | August 15, 2004 |
| | Prepare Draft FEIS | (2) |
| | Prepare Final FEIS | (2) |

(1) Task advanced sufficiently to support PE/FEIS application to FTA; PE/FEIS to be undertaken under new amendment/contract.

(2) While the materials produced to date will be of value in generating the FEIS, no FEIS chapters will be produced as part of this effort.

Amendment No. 2

Miami-Miami Beach Transportation Corridor Study Fee Schedule As of January 26, 2004

| Study Phase | Project Tasks | Fee |
|--|-------------------------|--------------------|
| Phase 1 - Supplemental DEIS | Study Initiation | \$126,941 |
| | Conceptual Engineering | \$352,399 |
| | Re-evaluation | \$367,882 |
| | Public Hearing | \$56,476 |
| | LPA Selection | \$46,302 |
| Total Phase 1 | | \$950,000 |
| Phase 2 - FEIS/Preliminary Engineering | Preliminary Engineering | \$313,232 |
| | Environmental Analysis | \$140,337 |
| | Travel Demand Model | \$242,936 |
| | Project Implementation | \$228,495 |
| | Prepare Draft FEIS | \$25,000 |
| | Prepare Final FEIS | \$0 |
| Total Phase 2 | | \$950,000 |
| Project Total | | \$1,900,000 |

Bay Link



Miami - Miami Beach Study

MIAMI-MIAMI BEACH TRANSPORTATION CORRIDOR STUDY

PUBLIC INVOLVEMENT PROGRAM

Carmen Morris & Associates
15074 SW 127 Court
Miami, FL 33186
305-278-2395 Fax 305-278-1528
cmorris@bellsouth.net

Communikat, Inc.
4141 NE 2 Avenue, Suite 101D
Miami, FL 33137
305-573-4455 Fax 305-573-4466
mmonica@communikat.com

MEMORANDUM

TO: Bernie Winer

FROM: Matthew Monica

DATE: April 21, 2004

SUBJECT: Bay Link Station Area Planning Meetings

Please note that each of the meetings for Group D (Alton Corridor) have been move forward a week and will begin an hour later than the other meetings.

- **Group A (South Pointe) – 1, 2, 3, 4, 5 & 20** (South Pointe Elementary; 1050 4th Street)
(Booked)
 - 1st Mgt. - Wednesday, May 5, 2004 - 5:30 - 6:30 p.m.
 - 2nd Mgt. - Wednesday, June 2, 2004 - 5:30 - 6:30 p.m.
- **Group B (Washington Corridor) – 6, 7, 8, 9** (Miami Beach Police Department; 1100 Washington Ave.)
(Booked) - All personnel must make contact with the on duty officer at the lobby of our Department. The MBPD Community Room is located to the left as you enter the lobby. Public parking is available on 12th. Street.
 - 1st Mgt. - Wednesday, May 12, 2004 - 5:30 - 6:30 p.m.
 - 2nd Mgt. - Wednesday, June 9, 2004 - 5:30 - 6:30 p.m.
- **Group C (Convention Center) – 10, 11, 12, 13, 14, 15** (Miami Beach Convention Center; 1901 Convention Center Dr.)
(Booked)
 - 1st Mgt. – Wednesday, May 19, 2004 - 5:30 - 6:30 p.m., Meeting Room A208
 - 2nd Mgt. – Wednesday, June 16, 2004 - 5:30 - 6:30 p.m., Meeting Room D233
- **Group D (Alton Corridor) – 16, 17, 18, 19** (Police Athletic League; 999 11th Street)
(Booked)
 - 1st Mgt. – Thursday, May 20, 2004 - 6:30 - 7:30 p.m.
 - 2nd Mgt. – Thursday, June 17, 2004 - 6:30 - 7:30 p.m.